

~~delete paragraph [0013];~~

replace paragraph [0014] with the following amended paragraph:

*A4*  
 [0014] Fig. 1 is a fragmentary longitudinal section through the injector proposed according to the invention, which achieves various injection phases;

replace paragraph [0017] with the following amended paragraph:

*A7*  
 [0017] DESCRIPTION OF THE PREFERRED EMBODIMENTS

Page 5, replace paragraph [0019] with the following amended paragraph:

*A8*  
 [0019] In the housing 2 of the injector 1, a control part 4 is received in a bore 3 extending substantially vertically. By means of an actuator, such as an electromagnet, a piezoelectric actuator, or a mechanical-hydraulic actuator, not shown in detail here and achieving a plurality of switching states, the control part 4 can be moved up and down in the bore 3 of the housing 2. An inlet 5 from the high-pressure collection chamber is provided in the upper region of the injector housing 2; in the region of a constriction of the control part 4, it discharges into the bore 3 in the housing 2 of the injector 1. Below the orifice of the injector 5 from the high-pressure collection chamber, a valve chamber 8 is provided in the housing 2 of the injector 1. The valve chamber 8 is embodied with a valve chamber diameter greater than the diameter 9 of a head region 6 of the control part 4 in the region of the valve chamber 8. In the head region 6 of the control part 4, control edges 36 and 37 toward the control part are embodied both on the upper end of the head region 6 and on its lower end (see the view in Fig. 2).

replace paragraph [0020] with the following amended paragraph:

*A9*  
 [0020] The seat diameter and the guide diameter on the control part 4, which is

*A G C*  
embodied rotationally-symmetrically to the axis of symmetry, are all embodied with the same diameter 7. As a result, the control part 4 proposed according to the invention can be designed to be force-balanced.

replace paragraph [0021] with the following amended paragraph:

*A 10*  
[0021] From the valve chamber 8, which is configured as approximately diamond-shaped in section in the housing 2, a nozzle inlet orifice 10 branches off, connected to which is a nozzle inlet 11, which extends through the injector housing 2 and discharges into a nozzle chamber 12. The nozzle chamber 12 is provided in the front region of an injection nozzle system and with its nozzle tip 33 discharges into the combustion chamber of a direct-injection internal combustion engine.

**Page 6**, replace paragraph [0022] with the following amended paragraph:

*A 11*  
[0022] The head region 6 of the control part 4, which region ends in a constriction of the control part 4, is adjoined downstream by a first slide element 13, whose diameter is equivalent to the diameter 7 in the upper region of the control part 4. The first slide element 13 is surrounded by an annular leak fuel chamber 14 extending annularly around it and embodied in the housing 2 of the injector 1. From the annular leak fuel chamber 14, a leak fuel bore branches off, discharging downstream into a leak fuel line 16. Via the leak fuel line 16, excess fuel flowing out upon nozzle relief from the high pressure can be returned to the fuel tank of the motor vehicle. Also discharging into the annular leak fuel chamber 14 is a first branch from the nozzle inlet 11, by way of which the injection nozzle system, comprising the nozzle inlet 11, nozzle chamber 12 and injection nozzle 34, can be pressure-relieved after an injection phase 41 or 42 (see Fig. 3).

replace paragraph [0023] with the following amended paragraph:

[0023] The first slide element 13 is adjoined in the axial direction of the control part 4 by a constriction, which in turn is adjoined in the end region of the control part 4 by a second slide element 21. This second slide element 21 is likewise embodied with a diameter 7 with which it is guided in the bore 3 of the housing 2 of the injector 1. The second slide element 21 is likewise surrounded toward the housing by an annular chamber 22 associated with it, which via an opening likewise communicates with the nozzle inlet line 11 in the housing 2. A sealing spring 25 is disposed below an end face 26 of the second slide element 21. The sealing spring 25, embodied as a compression spring, is received in a hollow chamber 27 in the housing 2. It is braced on one end on the bottom of the bore 3 in the housing 2, and on the other, it rests with its terminal winding on an annularly configured annular control face 26 formed by a step 28 on the second slide element 21.

replace paragraph [0024] with the following amended paragraph:

[0024] With the aid of the sealing spring 25, the control part 4, operating in at least two stages, is returned to its closing position again after a new actuation by the actuator, so that the inlet 5 from the high-pressure collection chamber is sealed off from the valve chamber 8, and the control part 4 moves upwards in the vertical direction and is placed into its seat that seals off the valve chamber 8.

Page 7, replace paragraph [0025] with the following amended paragraph:

[0025] Underneath the hollow chamber 27 received in the housing 2 of the injector 1 and separately from that hollow chamber, another hollow chamber is formed in which a spring element 31 is received. The spring element 31 received in this

*A14 Cmt*

hollow chamber acts upon an end face 30 of a nozzle needle 29 and presses the nozzle needle 29 into its nozzle seat 34. A pressure stage 35 is embodied on the nozzle needle 29, in the region that is surrounded by the nozzle chamber 12. When the nozzle inlet 11 is acted upon by fuel at high pressure from the valve chamber 8, the fuel at high pressure is present in the nozzle chamber 12 and causes the nozzle needle 29 to open, moving out of its nozzle seat 34, counter to the action of the spring element 31. As a result, the nozzle tip 33 moves back out of its seat 34, so that an injection quantity of fuel at high pressure can be injected into the combustion chamber of a direct-injection internal combustion engine, either during a preinjection phase, during the main injection phase, or during a postinjection phase.

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**Page 8,** replace paragraph [0027] with the following amended paragraph:

*A15*

[0027] The overlap of the stroke paths 20 and 24 at the two downstream leak fuel slide elements 13 and 21, respectively, is equivalent to the stroke of the control edges embodied on the head region 6 of the control part 4.

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**Page 10,** replace paragraph [0035] with the following amended paragraph:

*A14*

[0035] The control part 4, supported displaceably in its housing 2 in Fig. 1, is assigned a piezoelectric actuator, electromagnet or similar externally actuatable switching element, with which the control part 4 is movable up and down in its bore 3 in the housing 2 of the injector 1. For performing a preinjection 41, the control part 4 is moved vertically downward by the valve actuation unit, so that the control edge 37, embodied on the underside of the head region 6, takes its seat in the housing 2 and briefly puts the gaplike valve chamber 8, 38 in communication with the inlet 5 of

*A/6*

the high-pressure collection chamber. As a result, a fuel quantity corresponding to the preinjection quantity can enter the nozzle inlet 11 via the orifice 10 and thus reach the nozzle chamber 12. Upon the vertically downward-oriented motion of the control part 4, the transverse bores 15, or the further transverse bore located under them, are closed by the leak fuel slides 13 and 21 embodied in the downstream region of the control part 4, so that the nozzle inlet is sealed off from leak fuel during the preinjection phase. This assures that the metered preinjection quantity of fuel is present in the nozzle chamber 12 for performing the injection. As a result of the high pressure prevailing in the nozzle chamber, the nozzle needle 29 moves upward, counter to the spring force of the spring element 31, since the high pressure is present at the pressure stage 35 of the nozzle needle 29. Accordingly, the tip 33 of the injection nozzle is lifted from its seat 34 at the combustion chamber of a direct-injection internal combustion engine, so that fuel can be injected into the combustion chambers of a direct-injection internal combustion engine.

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**Page 11, replace paragraph [0038] with the following amended paragraph:**

*A/7*

[0038] By the design according to the invention of the control part 4 and the design of the valve chamber 8 as a throttle-like gap, with suitable adaptation of the diameters 9 or outer diameters of the chamber 8, two/three-valves can be embodied on the control part 4. The design of the control part with essentially the same diameter in both the guide regions and the seat regions (diameter 7) makes it possible to design the control part 4, which is movable in the bore 3 of the injector housing 2, as force-balanced.

Pag 12, insert the following new paragraph:

[0041] The foregoing relates to preferred exemplary embodiments of the invention, it being understood that other variants and embodiments thereof are possible within the spirit and scope of the invention, the latter being defined by the appended claims.

~~Page 13, delete "Claims" and insert -I Claim--.~~